The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4684 | 號一廿月七年十三緒光 | WEDNESDAY, AUGUST 31, 1904. | 三拜禮 | 號一廿月八英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.
PEKING.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $17,000,000
Silver Reserve .....$ 7,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq.	Hon. R. Shewan.
Hon. W. J. Gresson.	N. A. Siebs, Esq.
A. Haupt, Esq.	H. W. Slade, Esq.
H. Schubart, Esq.	E. S. Whealler, Esq.
E. Shellim, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000.
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Creasy Ewens, Esq.	Kwan Fong Kuk, Esq.
J. Focke, Esq.	G. C. Moxon, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 2nd August, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PENANG.
CHEFOO.	SINGAPORE.
HANKOW.	TIENTSIN.
PEKING.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

PHOTOGRAPHY

IN ALL ITS BRANCHES.

AMATEUR WORK

GIVEN SPECIAL ATTENTION.

HUNG FUNG,

(*Successor to C. W. Clark*),

Photographer,

4, ICE HOUSE STREET.

Hongkong, 18th August, 1904. [947

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAVA ..... S. Batcham	About 2nd September	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAPAN ..... E. P. Martin, R.N.R.	About 3rd September	Freight and Passage.
KOBE	NANKIN	About 4th September	Freight only.
SHANGHAI	BENGAL ..... G. Philipps	About 8th September	Freight and Passage.
LONDON, &c.	CHUSAN ..... A. Thompson	Sept. 10th, Noon	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th August, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 1905.

ON WEDNESDAY, the 14th day of Sept., 1904, at Noon, the Steamship "GNEISENAU," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th Sept., Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th Sept., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th August, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,

SHIPCHANDLERS & SAILMAKERS,
DECK AND ENGINE STORES
OF
Every Description, Best Quality, and at REASONABLE Prices.

HUBBUCK'S PAINTS AND OILS received Fortnightly.
"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:
Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.
Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904. [38

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY
THE OSAKA BEER BREWING Co., LD.,
OSAKA, JAPAN.

Telephone No. 75.

In Cases of 4 doz. bottles.
„ „ „ 8 „ ½ „

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 20th August, 1904. [42

A perfect food

is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.

BOVRIL

[779

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [778

This space is reserved for

LONG HING & Co.,

PHOTO GOODS DEALERS,

17B, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946

PO CHEUNG & Co.,
昌寶
14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c.,
COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.

Hongkong, 16th August, 1904. [833

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

27]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons		SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	THURSDAY, 15th September, at Noon.
"DORIC"	24,784	"	TUESDAY, 27th September, at Noon.
"MANCHURIA"		"	SATURDAY, 8th October, at Daylight.
"KOREA"	11,276	"	TUESDAY, 1st November, at Noon.
"GAELIC"	4,205	"	THURSDAY, 10th November, at Noon.
"COPTIC"	4,352	"	
"AMERICA MARU"	6,300	"	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

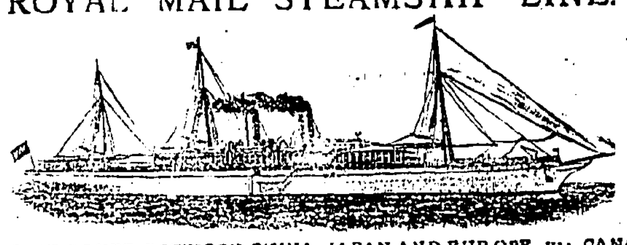
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 30th August, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000	Tons	WEDNESDAY,	21st September.
" "ATHENIAN"	2,440	"	WEDNESDAY,	12th October.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY,	19th October.
" "TARTAR"	4,425	"	WEDNESDAY,	2nd November.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY,	16th November
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY,	14th December.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 24th August, 1904. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ANDALUSIA ..... Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th Sept.	Freight.
SAMBIA ..... Lüning.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight.
SCANDIA ..... (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd October,	Freight and Passengers.
SUEVIA..... von Döhren.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.
BRISGAVIA..... Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 31st August, 1904 16

GO TO THE KOWLOON HOTEL, KOWLOON

J. W. OSBORNE, Proprietor and Manager.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	R. D. Thomas.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	W. A. Valentine.
" "HANKOW,"	3,073 "	"	B. Branch.
" "KINSHAN,"	2,860 "	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain	J. Willox.
" "NANNING,"	569 "	"	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ..	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September
TJILATJAP...	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIMAHI.....	JAPAN	First half September	JAVA PORTS	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 12th August, 1904. [14

Intimations.

IF YOU HAVE A HEAD ACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 15th December, 1903. [804

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS,

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

10, QUEEN'S ROAD,
Watson's Building.

507

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [785

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, *to eclipse, as heretofore,* ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd Septembr, 1903. [784

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

GO TO CHAZALON & CO. FOR BLACK and WHITE.

—PRICES—

BUCHANAN BLEND $12.50 per Case. BLACK AND WHITE $16.50 per Case.
ROYAL HOUSEHOLD $20.50 per Case.

Hongkong, 24th August, 1904. [707

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [32

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [29

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables

For Terms, &c., apply to the MANAGER.

Hongkong, 31st October, 1902 31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM,

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904 [637

THE RAMSGATE OF HONGKONG. METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the best quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, 15th August, 1904. [48

Entertainments.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, on FRIDAY, September 2nd, at 9 P.M.

Tickets ... ... $2 and $1

May be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

Tickets already purchased for August 27th hold good for this date.

Hongkong, 29th August, 1904. [983

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 3rd Sept., 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A FINE COLLECTION of JAPANESE CURIOS,

Comprising:—

HANDSOME SATSUMA WARE (BOWLS, VASES, INCENSE BURNERS, &c.), VERY FINE SILVER CLOISONNES, FINE KUTANI TEASETS, DAMASCENE CIGARETTE CASES, CUT VELVET PICTURES and WALL HANGINGS, SILK EMBROIDERED SCREENS, BEDCOVERS, HANGINGS and D'OYLIES, and a variety of other Curios.

TERMS:—As Customary.

Catalogues will be issued.

On view from FRIDAY, the 2nd September.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 27th August, 1904. [978

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tsat Tsz Mui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1721.	Near Shanhwan Road, Tsat Tsz Mui.	178'	85' 90'	235'	65' 70'	17,675	142	5,303

Hongkong, 27th August, 1904. 975

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Austin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from 14th day of March, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon, Inland Lot No. 1138.	Austin Road and Kimberley Road, Kowloon.	150	100	86'-9" 135'-6"	159'-9"	15,943	136	6,100

Hongkong, 27th August, 1904. [976

For Sale.

FOR SALE,

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to HUGHES & HOUGH, 8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31

Intimations.

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed TO-MORROW, 1st September.

Hongkong, 31st August, 1904. [982

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 31st August, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 25th August, 1904. [969

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPEWRITING. First-class testimonials.

Apply to— "W," C/o *Hongkong Telegraph*.

Hongkong 6th August, 1904. [914

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS, Secretary.

17th August, 1904. [937

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depôt, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [677

WHAT IS THE SEA SERPENT?

A PROFESSOR'S VIEWS.

Prof. Charles L. Edwards of Trinity College told the Hartford Scientic Society recently a lot about the sea serpent, and had shown on a screen pictures of the monsters calculated to scare an innocent youngster out of a year's growth. Unfortunately, none of the pictures was an actual photograph, but the lecturer seemed to tend to the belief that there was something doing in the monster line, and Rev. James Goodwin, the President of the Society, said at the close of the lecture that he for one believed more in the thing than he had before. As to how great that previous belief had been he did not say. Prof. Edwards, in the first part of his lecture, had thrown on the screen pictures of sea monsters as represented in years past. He explained in his talk that, while he spoke of "sea serpents," the so-called and oft-repeated sea serpent could not be a big snake, but some other kind of a monster if (if it was anything). As far back as Job mention is made of a great leviathan, and accounts of some great things are found in all early histories. One myth seems to have come from a sperm whale and another from the squid. Even the Indians had a belief in a monster serpent, and thought one lived in the great lakes and broke up the ice in the winter when it became irritated. Prof. Edwards gave a long list of dates when the great sea serpent has been reported and related some of the circumstances. They stretch from 1639 down into 1904. A bishop, Commodore Preble, crews of British warships, and many other persons have made the reports. A noted appearance was at Gloucester and Nahant, Mass., 1817, when hundreds of reputable citizens saw something and testified to it. It is estimated that from six hundred to seven hundred persons saw it, and people even followed along the beach in crowds, keeping up with it as it swam along off the shore. Prof. Edwards said there was no doubt that something was seen at that time.

It is always described as black or brownish, with eyes in the upper part of the head, swimming at a speed of five or six knots, carrying its head out of water, generally with mane, and proceeding with a humping motion like a caterpillar. A curious appearance was one reported in 1898-1899 in a Swedish lake, where, it was declared, a huge animal had been seen a number of times and had been watched through glasses for long periods. Finally, a newspaper sent an eminent naturalist to investigate and he reported as his conclusion that several monsters from six to four feet long had certainly been seen in the lake.

Prof. Edwards said that probably in all the many cases reported something had been seen, for it is impossible to believe that all these people were liars. The universal declaration that the thing proceeded with an undulating motion does away with the theory of its being actually a big snake. He showed that the stories might arise from the appearance of a manates, a big stingray, a gigantic squid [one was caught with arms and body 100 feet long] a basking shark, whales or school of porpoises. A few years ago what was called the Florida monster was found near St. Augustine, with arms nearly 100 feet long. The basking shark grows to forty feet long certainly. There is no known limited to the growth of fishes.

SHALL WE EVER VISIT THE MOON?

In any age but the present this question, if seriously asked, would have been answered by a chorus number of jeers, says a writer in a recent number of Munsey's Magazine. So far beyond the pale of possibilities has the visiting of other worlds always appeared that writers of fiction have felt free to treat the idea sportively, describing thrilling journeys through space in impossible vehicles, while their readers have no more been misled than by a tale of Aladdin's lamp. Nevertheless, the thought of exploring distant planets, pausing en route to view the further side of the moon, so tantalisingly turned from us, is one that fires the human imagination most profoundly. It is a dream to awake the enthusiasm of children and the keen interest of sober maturity. Moreover, it is not, like perpetual motion squaring the circle, a logical impossibility. The worst that can be said is that it now looks as difficult to us as the crossing of the great Atlantic must once have appeared to the naked savage upon its shore, with no craft but a fallen tree, and no paddle but his empty hands. This impossibility of the savage became the triumph of Columbus and the daydream of the nineteenth century may become the achievement even of the twentieth. . . And there is no doubt in the mind of the present writer that before many generations pass scientists will begin to treat the question of sky travel as a problem worthy of careful and sympathetic investigation. The query may now arise—"What is the moon good for even if man succeeds in reaching it?" We know it to be a barren, rocky world, without air or moisture, unspeakably cold at night, and below the freezing point even at noon. However, men could abide there for a time in thick-walled houses, and could walk out of doors in air-tight divers' suits. Scientists would find in the lunar wastes fresh field for exploration. Tourists of the wealthy and adventurous class would not fail to visit the satellite, and costly hotels must be maintained for their accommodation. History is not always particular to follow the precise path laid out for it by the prophets, yet in the long run never fails to achieve larger things than the seer dared to predict. Is it too much to suppose that, after visiting the Queen of Night, our only near neighbour, pioneers will try the long voyage to Venus, Mars, and other planets of our system, finding some of them even more interesting than the moon?

THE WORLD'S GREATEST SHIPS.

There appears to be no limit, remarks a writer in *Page's Magazine*, "in the building of ships of colossal dimensions. At the end of the nineteenth century, the number of merchant vessels of 10,000 tons and over was under half a dozen, but since then huge steamers have multiplied to a great extent, and at present they are not far short of one hundred. More than half belong to this country, and are employed in trade with the United States. Germany already possesses twenty-six steamers of over 10,000 tons each, and is preparing to build more. Ere long, Germany may aim at the construction of vessels that will rival the "Baltic" in dimensions, and the new Cunarders in speed. Such vessels do, however, put a great strain upon the resources of the ports of the United Kingdom and other nations. The creation of great ships has been quicker than the arrangements for their reception and berthing. The Clyde Trustees have been foremost in designing docks to meet the wants of the largest of steamers, and in obtaining the sanction of Parliament for widening and deepening the navigable channel by which these docks are approached. Other local bodies are doing the same. How far these big ships are justified by the condition of the ocean-carrying trade is doubtful. If they can obtain an ample supply of cargoes, their size has decided advantages, as their working expenses compared with smaller vessels are proportionally less. But such cargoes are not always obtainable and the ports which can take in these monsters are few.

PROPOSED FEDERAL CAPITAL OF AUSTRALIA.

The Melbourne correspondent of *Page's Magazine* sums up the engineering outlook in Australia. The biggest national scheme on the tapis referred to is the building of the Federal Capital of Australia. No reliable estimate of the amount involved in creating a beautiful city in the bush of Australia has been produced, though Senator Styles, no mean authority, talks in millions when he is criticising the public buildings proposed for the capital alone. This much, however, the merchant and manufacturer having business with Australia should know: the tendency in the National Parliament is to select the site at once and push on with the erection of necessary buildings without delay. Australian legislators want a worthy home of their own. Provided there be decent wool and grain harvests in 1904-5, and no sudden drought sets Australia back on its haunches once more, these gentlemen will get their way, and hundreds of thousands of pounds will find their way to London, Glasgow, Manchester, Sheffield, and Belfast, for the myriad essentials of city life which even the nimble-witted Australian cannot manufacture for himself.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	1/9 9/16
Do. demand	1/9
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2.26½
America—Bank T.T.	43½
Germany—Bank T.T.	1.83½
India T.T.	134½
Do. demand	134½
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	88½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108½
	Buying.
4 months' sight L/C	1/9 15/16
6 months' sight L/C	1/10 1/16
30 days' sight San Francisco & New York	44½
4 months' sight do.	45½
30 days' sight Sydney and Melbourne	1/10 3/16
4 months' sight Francs	2.30½
6 months' sight "	2.32
4 months' sight Germany	1.88
Bar Silver	26 3/16
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	@ 1,000/1,070
" Old	@ 1,130/1,200
" Older	@ 1,230/1,300
" Oldest	@ 1,300/1,350
Patna New	@ 1,180
Benares New	@ 1,140
Persian (Paper)	@ 860/930

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5 per Cask ex Factory.
In Bags of 250 lbs. net $3 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904. [783

ESPECIAL OLD TOM GIN. Marshall and Elvy's

Satinette

DOUBLY DISTILLED AND OF MATURED AGE,

TO BE OBTAINED FROM— THE MUTUAL STORES, Des Vœux Road.

Hongkong, 11th May, 1904. [608

Intimations.

HONGKONG FROZEN FOOD SUPPLY DEPOT.

3, ICE HOUSE STREET.

NOTICE is hereby given that the above Company with all existing Contracts has been PURCHASED by the DAIRY FARM CO., LTD., who will conduct it on their own account on and after 1st September next. Accounts due to the HONGKONG FROZEN FOOD SUPPLY DEPOT will be collected by the DAIRY FARM CO., LTD. Accounts against the HONGKONG FROZEN FOOD SUPPLY DEPOT to 31st August should be rendered to the present management as soon as possible.

LAU KUE TONG, Manager.

Hongkong, 29th August, 1904. [987

EXCURSION TO MACAO.

THE Splendid Steamer "YING KING," Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket $2.00, with Cabin $3.00
" Return " $3.00, " $5.00

Tiffin and Dinner may be had on Board at $1 each meal.

YUK ON & Co., LD.

Hongkong, 8th August, 1904. [919

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM $365 TO $850.

NEW CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT IRON GRAND AND A PIANO PLAYER FOR $825. CASH OR CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE ROBINSON PIANO Co., Ld.

Hongkong, 3rd August, 1904. [39

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 gives new life and purity to the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [6

Intimations.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS will be held on the 5th, 6th, 7th and 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 5th and 6th at 4.30 P.M., and on 7th and 17th at 4 P.M. sharp.

Admission for Gentlemen, non-members, 50 cents each day. Soldiers and Sailors in uniform, half price.

Tickets for Admission may be obtained at the Gate, or from the Undersigned, c/o Messrs. Gibb, Livingston & Co.

The Secretary's Launch will leave Blake Pier on MONDAY and TUESDAY, the 5th and 6th at 3.45 P.M. sharp, and on WEDNESDAY and SATURDAY, the 7th and 17th at 4 P.M. sharp, to convey Spectators and Competitors.

HAROLD C. AUSTEN, Hon. Secretary.

Hongkong, 29th August, 1904. [985

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, on WEDNESDAY, 7th, and SATURDAY, 17th September, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. C. N. Watts and Officers, the Band of the 1st Bat. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN, Hon. Secretary.

Hongkong, 29th August, 1904. [986

YAU LOONG. CANTON.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP AND BEST SUGAR.

STEM GINGER FOR TABLE D'HOTE.

Specially recommended.
Delicious and Wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane, facing Des Vœux Road, West, near Gas Works.

Hongkong, 19th August, 1904. [954

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 31st August, 1904. [965

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co., General Agents, Hongkong.

HOCKS AND MOSELLES.

	Per Case. 1 doz. qts.	Per Case. 2 doz. pts.
Rudesheimer 1900	$17.00	$19.00
Uerziger 1900	18.00	20.00
Rudesheimer Engerweg 1897	18.00	20.00
Johannisberger 1897	22.00	24.00
Zeltingerburg 1900	24.00	26.00

CLARETS.

	Per Case. 1 doz. qts.
St. George	$4.00
Cru Wynbron	4.50
Côtes	5.00
Montferrand	5.50
Medoc	6.00
St. Emilion	6.00
St. Estephe	6.50
St. Julien	7.50

SPANISH CLARET.

Bottled by La Compania Vinicola del Norte de España, Bilbao.

	Per Case. 1 doz. qts.
Rioja Clarete	$12.00

JAPANESE BEER, "KABUTO" BRAND.

HIRANO WATER "PEACOCK" BRAND.

Hongkong, 22nd August, 1904. [703

Intimations.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE MELLOW FLAVOUR OF OUR CELEBRATED

E

BLEND VERY OLD LIQUEUR SCOTCH WHISKY.

IS ATTAINED ONLY BY

Great Age, being thoroughly matured and Superior Quality Uniformly Maintained.

Price $16.50 per Dozen.

A. S. WATSON & Co.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904. [35

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam and Motor Launches.
Contract for New Tonnage on reasonable terms with First-class Builders.
A large stock of Canadian Asbestos and Asbestocel goods kept.
Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904. [581

BIRTHS.

On 24th August, at No. 2, North Thibet Road, Shanghai, the wife of ACHILLE RIVA, of a daughter.

On 24th August, at No. 10, Markham Road, Shanghai, the wife of J. G. W. SCHROEDER, of a daughter.

On 25th August, at 21, Markham Road, Shanghai, the wife of H. E. MCCANN, of a daughter.

DEATH.

At the General Hospital, Singapore, on August 22nd, WILLIAM ABBOTT HAYWARD, of Raffles School, and of Suddury, Suffolk, England.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 31, 1904.

THE TRADE OF CHINA.

The annual returns of trade and trade reports, issued by the Statistical Department of the Inspectorate-General of Customs, present many features of practical interest to British merchants. They are compiled with the utmost care and attention to details, and apart from the mass of useful figures contain a number important observations and suggestions which should not be lost sight of by those having business dealings with the Empire. Mr. H. B. Morse, the statistical secretary, has just issued the edition for 1903, which opens with a lengthy report on the foreign trade of the country. This, expressed in the currency of China, has again surpassed all previous records, reaching the high figure of Hk. Tls. 541,091,600, almost exactly double the figure of ten years ago, and exceeding the value for 1902 by over two per cent. Judged by the value alone, it might be inferred that the trade has been more flourishing than ever before; but the inference would not be a safe one, and when we come to look into his general remarks we find Mr. Morse says the trade has been disappointing to most of the interests concerned. The reports from the Commissioners show a tendency to refer to 1899 as the last year of prosperous trade, and one has not far to look to ascertain the causes for the depression which has followed. The year 1900, which is characterised as one of "madness and retribution" was followed by the disastrous floods in the Yangtze valley, in 1900, and by the drought and deficient crops in the South in 1902, while the abundant harvests two years ago failed in 1903 to produce their natural effect and "did no more than give a breathing spell to the millions of the Empire." While fluctuations in exchange, monetary stringency and a disastrous failure of the silk crop in Mid-China are responsible for the depression, it is pointed out by the secretary in his general remarks that the recurring indemnity payments have, directly or indirectly, reduced the absorbing power of China by heavily increased taxation of the people and by increasing the cost of credit to the trader. Whatever tendency there may have been to a revival of business was arrested by the anticipations of the war, and now that this has broken out it seems inevitable that when the next report comes to hand there will be indications that trade generally has suffered. But the salient feature of the report, under review, so far as we are more directly concerned, is the fact that the trade in the South has been good, no doubt, owing to the fact that Kwangtung has had two rice harvests of a nature to satisfy completely the aspirations of the cultivator. Turning to the items under the heading of revenue, which, by the way, record the fact that at Canton there has been a transference of trade from junk to steamer, it is seen that total collections increased by half a million taels, there being better reports all round excepting in general import duty. Regarding imports there was a net increase of nearly four per cent over 1902, or a total value of Hk. Tls. 326,739,133 to which opium, with a total import advancing from 50,801 to 58,478 piculs, gives an increased value of Hk. Tls. 8,390,000. It is noted that "with a market short of supplies of the cheaper competing drug, the demand for Indian drug actually exceeded the supply obtainable; and in good time to meet this native competition on its revival, the Indian drug was favoured by exchange, which began to rise in the spring and maintained a high level throughout the summer and autumn." Exports were valued at Hk. Tls. 214,352,467, practically the same as in 1902, and re-exports of foreign goods to foreign ports at Hk. Tls. 10,114,001, or three per cent of the import value. With regard to shipping we find that tonnage increased all round with the exception of the Portuguese, Russian and Spanish. These and other items have been dealt with at length by Mr. Morse and would receive an extended notice in our columns if space permitted.

LOCAL AND GENERAL.

A PLAGUE victim has been found in the hillside near the Shaukiwan Road.

THE English mail of the 30th July was delivered in London on the 29th inst.

All the hospitals at Harbin are full, and the Red Cross nurses are much pressed for room.

THE total Russian force at Mukden is said to be now 100,000.—Piracy is rampant off Peitaiho.

MARINERS should note that a three-masted Japanese schooner has been anchored on Newchwang Bar to act as lightship.

THE Japanese are turning out sleepers by the shipload for the Seoul-Fusan railway from the captured Russian saw-mill at Yongampha.

PROFESSOR Jenks, specially appointed Commissioner by the U. S. Government in connection with the monetary question, left Peking on the 26th inst. The proposed new coining system will be subjected to further discussion. —*Universal Gazette.*

THE *Morning Star*, of the Star Ferry Company's service, has been taken off her run and placed in dock for repairs to her machinery and a general overhaul, as a result of her buffetting in the attempt of the company to keep up the service during the recent typhoon.

WE have made inquiries into the statement that officials of the China Commercial S. S. Co. have received a concession for the establishment of a Chinese colony on the southern coast of Mexico, and learn from a very good source that there is absolutely no truth in the report.

FINES of $500, or three months' hard labour, and $100, or two months' hard labour, were imposed by Mr. Gompertz this morning on two Chinamen, for illegal possession of 15 taels and three taels of opium, respectively. The fines were not forthcoming and the convicted men "went in."

THE s.s. *Lothian*, which has been lying at the wharf at the Kowloon Docks, preparing and fitting up to take her place on the South African emigration service, is now practically ready for sea, and is expected, within a week, to load up her cargo of coolies and start on her voyage to Durban.

A SHOPKEEPER, doing business at 112, Kramer Street, was found yesterday in possession of 4½ lbs. of ground coffee, 50 lbs. of sugar, 50 lbs. of rice and 12 lbs. of nuts for his possession of which he could give no reasonable account. Placed before Mr. Gompertz he was fined $50, with the alternative of two months' hard labour. The find was paid.

THE s.s. *Sikh*, which damaged her stern-post on a rock in Singapore harbour, some two months ago, as reported in these columns, was placed in No. 1 berth at the Kowloon docks yesterday, where her new stern-post, which has been forged by the Dock Company, is now being fitted. It is expected that the vessel will be ready for sea in about ten days' time.

THE s.s. *Shanghai*, which has just been built by the Hongkong and Whampoa Dock Company for service on the Yangtsze River, had her trial trip in the harbour yesterday, but it was not altogether successful, some difficulty being found in keeping up steam. It is understood that there are no defects in the machinery, and after investigation another trial will be shortly made.

SEVERAL more "beachcombers" were this morning remanded to the House of Detention for begging, and molesting ladies and gentlemen outside the Hongkong and other hotels. One was also fined $3 for adding drunkenness and disorderly conduct to his other offences. He will first serve seven days at hard labour, before he goes to join the growing majority in the "House."

A STABBING affray took place yesterday between a lamp-fitter and a lamp-trimmer, in the employ of Messrs. Kruse and Co. of Queen's Road Central, in which the former in the course of a quarrel seized a knife and stabbed the latter in the groin. A cry was raised and the assailant was arrested, while the victim was removed to hospital for treatment, where he now lies. The lamp-fitter is held in custody pending the result of the wound he inflicted, when he will be put on trial.

THE s.s. *Shawmut*, which went ashore in Kowloon Bay, during the recent typhoon, as reported in these columns, now lies at the Kowloon Dock Company's wharf, waiting to take the place of the *Sikh* in No. 1 berth, as soon as the repairs to the latter are completed. The *Shawmut* has a considerable list to port having, as it is believed, sprung a leak at the time of her going ashore. The amount of the damage she has sustained cannot be ascertained until her bottom can be seen, in dry dock.

BY kind permission of Lieut. Col. Iremonger and Officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March.....“Field Service”.....Old Hume.
Overture.....“Tancredi”.....Rossini.
Selection.....“The Bohemian Girl”.....Balfe.
Intermezzo.....“Pendant le Bal”.....Gillet.
Selection.....“Reminiscences of the Plantation”...Chambers.
Valtz.....“The Choristers”.....Phelps.
Two Step.....“Mumblin Moss”.....Thurban.
God save the King.

THE Right Rev. Don João Paulino d'Azevedo e Castro, Bishop of Macao, arrived yesterday evening in the Imperial German mail steamer *Bayern*, and leaves for Macao at 11 o'clock to-morrow, in the Portuguese gunboat *Diu*, which has been waiting in the harbour, on his return to his diocese, after his visit to Singapore. Before returning to his diocese his Lordship desired to visit the grave of S. Francis Xavier at Shanchoan, but it was found impracticable, and the visit was postponed. While at Singapore the Bishop was entertained to a performance by the girls of the Portuguese Convent, and he was chief guest of a picnic round the island in the steam tug *Bangkok*. As this has been his first pastoral visit to Singapore and Malacca the Bishop has created a very favourable impression amongst the Padroadist who rightly regard him, as the best Bishop they have had. The personal interest he has taken in them, and his assurance that he will visit them as often as his other duties at Macao and his call to the mission at Timor, Dilly, will admit, have given them much satisfaction, observes the *Singapore Free Press*.

THE twin-screw passenger steamer *Kiangning*, which was built at the Foochow Arsenal in 1896 has been sold, at public auction, to a Chinese syndicate for Tls. 4,800.

THE Hongkong and Whampoa Dock Company's dredger, the *Canton River*, was placed in dock this morning for a thorough overhaul, and repairs to her machinery and dredging gear. She has been employed for some time in connection with the reclamation works.

H.M.S. "LEVIATHAN."

On Monday morning H.M.S. *Leviathan* left the Hongkong and Whampoa Dock, where she had occupied a berth for one month, upon the completion of the repairs to her damaged hull, and went out into the Bay. Yesterday she left for Mirs Bay, for gun practice and prize firing, after which it is expected she will return here before proceeding North to rejoin the fleet at Weihaiwei.

DESTRUCTION OF THE "HIPSANG."

THE FINDING.

The finding of the Court of Inquiry at Shanghai was rendered as follows:—

The *Hipsang* was a steam vessel, schooner rigged, of 1,040 tons register, official number 112,720, built at Stockton on Tees in 1899 and belonging to the port of London.

It appears from the evidence given before this Court that she sailed from Newchwang on 15th July, 1904, bound for Chefoo and Canton with a cargo of beans, etc., and a crew of 67 hands, as well as one European passenger and 22 Chinese passengers.

It appears that all went well until the steamer reached Latitude 38° 55′ 30″ N. and Longtitude 120° 57′ 30″ E., when, the Captain being on deck with the 2nd officer about 4.15 a.m. on July 16th a Russian destroyer, name unknown, but numbered 7, came up with the *Hipsang* and fired a shot at her, and although the engines were at once stopped and put full speed astern, the destroyer continued firing and striking the ship, killing and maiming some of the passengers.

It is evident that the *Hipsang* had her lights alight and after the first shot her colours were immediately hoisted, but notwithstanding this, the destroyer fired a torpedo and struck the vessel, thereby causing her to sink within the space of half-an-hour, viz., at 4.40 a.m. It is evident that there was sufficient light to see both the class of the vessel, the nationality, and whether the steamer had stopped, day having broken and there being no fog in the vicinity. Boats were then lowered and the destroyer came alongside and assisted to save life, but the crew and passengers were kept prisoners until their release on August 2nd.

The Court, having regard to the circumstances above stated, finds as follows:—That the steamship *Hipsang* was sunk by being shelled and torpedoed by a Russian torpedo boat destroyer, No. 7, name unknown, on July 16th, 1904. Position approximately Latitude 38° 55′ 30″ N. Longitude 120° 57′ 30″ E.

That the master was a fully experienced officer, and having been in command during the Franco-Chinese War, the Chino-Japanese War and also during the present war, fully cognisant of the ordinary established usages of war with regard to belligerents and neutral vessels.

That there was no contraband on board the *Hipsang* and the only passengers, one Russian merchant and 22 Chinese. There were no Japanese on board.

That the master appears to have navigated his vessel in a seamanlike and proper manner and to have acted in a correct manner when challenged by the Russian destroyer, insomuch as he stopped, when full speed astern and when the way was off the ship again stopped the engines, and further when he was challenged, he at once made known his nationality. When a casualty was inevitable the master appears to have done all in his power to save life.

That the officers and crew appear to have conducted themselves properly and to have carried out their duties to the last moment, and to have used their utmost exertions to save the lives of the passengers, the loss of life from drowning being reduced to one passenger.

That the vessel appears to have been sufficiently manned and seaworthy at the time of the loss.

That the Court desires especially to direct the attention of the Board of Trade and the Foreign Office to the fact that the steamship *Hipsang* was proceeding with due caution between Newchwang and Chefoo on a correct course and that without any just cause or reason was sunk without any warning by being torpedoed, and that the loss of life was due to shell fire prior to the act of torpedoeing the vessel, and that these acts were done by a Russian torpedo-boat-destroyer, name unknown, but numbered 7.

That the Court, in pursuance of the powers vested in it by Section 483 of 57 and 58 Vic., Cap. 60, orders that the sum of £8 10s. 0d. being the costs of the proceedings before the said Court be paid by Messrs. Jardine, Matheson & Co. at whose request the Naval Court was summoned, and they are hereby ordered to pay the said amount accordingly.

Given at Shanghai, this twenty-third day of August, 1904.

VAUGHAN LEWIS, Commander, R.N., President of Court.
B. G. TOURS, British Vice-Consul, Member of Court.
WM. LLOYD JONES, Master, S.S. *Ichang*, Member of Court.

THE "HIPSANG'S" OFFICERS.

Captain Bradley, late master of the *Hipsang*, will take over the *Tingsang* and make one voyage before proceeding to England on leave.

Mr. Smith, the 1st officer of the *Hipsang*, is already on leave and takes a voyage to the old land shortly, while Mr. Cartwright is joining the s.s. *Yuenwo*. Mr. Collier is going to Hongkong to join a Southern boat, and Mr. Watson has been told off to join the *Pechili*.—*Shanghai Daily Press*.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

INCREASED CAPITAL.

An extraordinary general meeting of shareholders in the above Company was held at the offices of Messrs. Jardine, Matheson & Co., Pedder's Street, this afternoon. The Hon. W. J. Gresson presided and there were also present: The Hon. Sir C. P. Chater, C.M.G., Messrs. A. Haupt, N. A. Siebs, E. S. Whealler, A. J. Raymond, E. Shellim, A. G. Wood, E. Goetz, E. A. Hewett, C. H. Thompson and H. A. Schubart (Directors), J. R. Michael, T. F. Hough, J. Orange, J. M. Graça, Ho Fook, J. R. M. Smith, L. S. Lewis, R. C. Wilcox, H. C. Wilcox, J. F. Graça, Hon. G. Stewart, and the Secretary, Mr. E. Osborne.

The Secretary having read the notice calling the meeting,

The Chairman said:—Gentlemen, this meeting has been called for the purpose of obtaining your consent to an increase of capital, a step which has become necessary in view of our debenture issue falling due for re-payment on 30th September, and to provide funds for further extensions. The financial position of the company is broadly as follows:—Our real estate property comprising land and buildings costing $2,790,367 was, according to a valuation made by the company's architects two years ago, worth $4,135,238, and probably if re-valued to-day would reach a considerably higher figure. We also possess in wharves, railways, launches, lighters and machinery additional assets to the extent of quite $600,000—making a total of $4,735,238, and I have little doubt that had we to purchase these properties to-day we should find the cost would not be less than $5,000,000, which figure, I think, may be taken to represent their minimum value. Our indebtedness is a little under $1,300,000 so that in round figures the nett assets are $3,702,000. Our proposal is to issue new capital at $30 premium or $80 per share, to the extent of $800,000 and we purpose making this issue on 31st December next. You may possibly ask how it is the Board have decided upon this re-arrangement of the company's finances rather then issue new debentures. Our reasons are that we could not renew the debentures at 5½ per cent and possibly not even at 6 per cent, and as the difference between 10 per cent on $500,000 is only $2,000 we consider the saving insufficient to justify locking up the property by a mortgage deed, especially so in view of the important changes that must take place at Kowloon should the railway, as seems hopeful, become an accomplished fact.

I beg to propose the following resolution:—

1. That the capital of the company be increased from $1,500,000 to $2,000,000 by the creation of 10,000 new shares of $50 each.

2. That such new shares be issued at a premium of $30 per share and be offered to those persons who are registered as shareholders of the company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Mr. Hough seconded, and the motion was carried unanimously.

The Chairman thanked the shareholders for their presence, and said that a confirmatory meeting would be called later on, to confirm the resolutions now passed.

The meeting then terminated.

THE SERVANT QUESTION.

A lady, living at the Cosmopolitan Dock, charged her amah before Mr. Kemp this morning, with disobedience, and absenting herself when refused leave. The amah asked permission to come over to Hongkong on Sunday, and was told to wait till later in the day. The amah, however, walked out of the house, at 10 a.m. and did not return till after dark, hence charge. According to the domestic, she did not like the service, as "she did not understand babies." Mr. Kemp told her that in that case she ought to give notice and leave at the end of her month, but not be disobedient and go away for a whole day without permission. She was fined $5, or 14 days. She went to gaol.

THE S.S. HAILOONG.

COMPLETES 500TH TRIP.

This morning the s.s. *Hailoong*, Captain S. Gibson, of the Douglas line of steamers, was decked in a gala dress of bunting, a huge "500" being displayed in the centre of the line of flags between the masts. The cause of it all was the fact that, on the arrival of the vessel this morning from her usual trip to Swatow, Amoy and other China coast ports, which is her regular run, the *Hailoong* had completed her five hundredth trip on that line. Somewhat of a record, on which the company and the officers are to be congratulated.

THE WEATHER.

The following report is from Mr. J. I. Plumb, Chief Assistant of the Hongkong Observatory:—

On the 31st at 11.30 a.m. The barometer has risen throughout China and in the Philippines, but more particularly in Formosa, and has fallen in S.W. Japan.

The typhoon is approaching the eastern coast of Shikoku, moving towards the N.N.E.

Gradients are slight on the China Coast, and light variable winds may be expected in the Formosa Channel, the depression there having been entirely filled up. Fresh S.W. monsoon prevails in the China Sea.

Forecast:—Moderate S.W. winds, cloudy, fair.

TELEGRAM.

THE WAR.

THE JAPANESE ADVANCE.

SANGUINARY BATTLE.

JAPANESE LOSSES: 2,000.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

TOKIO, 30th August,
9.40 p.m.

It is reported, in connection with the engagements in the direction of Liaoyang, that the first Army Corps commenced attacking on the 25th instant, the enemy being then strongly posted on the steep mountain ridges twenty-three miles south-east of Liaoyang. On the night of the 25th instant, our army's central column at the point of the infantry bayonet succeeded in carrying the enemy's position on that side. The enemy's right and left wings, however, continued to offer desperate resistance.

On the 26th instant, severe fighting was resumed; but the enemy's resistance remained unabated. On that night our right column after a sanguinary engagement carried the enemy's left and captured 8 guns.

On the 27th instant, our whole force resumed the attack, and at sunset the entire line of the enemy's position fell into our hands. Our casualties are estimated at about 2,000.

At the same time our other Army Corps marched on Anshantien, wherefrom the enemy retired without resistance.

Our forces pursued the enemy, while our detachments intercepted them who thereupon fled toward Liaoyang in utter confusion, apparently suffering considerable damage from our fire.

We also captured eight field guns, ammunitions and many carts.

SHOCKING FATALITY

AT THE NAVAL YARD.

A shocking accident occurred at the Naval Yard this morning whereby a Chinese labourer was killed. He was working on a steam pile-driver, when by some means the boiler capsized and fell upon him. He was crushed to death, besides being horribly burned about the abdomen, head, arms and legs. The body was removed to the Mortuary, and we understand that an inquiry is to be held into the matter.

THE M. M. OPIUM CASE.

FRENCH SAILOR CONVICTED.

On the 22nd inst., at Singapore, one of the crew of the M. M. steamship *Oceanien* named Gaggino was arraigned before Mr. Michell on allegations of abetting the importation of illicit opium and the possession of illicit opium. Mr. Raine with Mr. F. K. Jennings represented the Opium Farmer; Mr. Lowell appeared for the defendant. Mr. Gush was sworn as French interpreter. Mr. Raine opened the case by briefly explaining the facts which have already appeared in these columns. Revenue officer 139, Benco, said that on the 15th inst. he went to the M. M. Co.'s wharf. The French mail s.s. *Oceanien* came in about 9 a.m. At 2.30 p.m. he saw a man coming through an opening in the second deck on to the wharf. Witness rushed at him and caught him by the arm from the side. The man threw his hand off and without hesitation jumped into the sea. Accused tried to throw some bladders of opium which were hid round his waist, into the sea and succeeded in doing so. Divers were employed and three bladders of opium were recovered. After corroborative evidence had been led, Mr. Lowell addressed the Court and defendant gave evidence. The defendant was convicted on both charges. On the first he was fined $400 in default, two months; on the second $100 or 14 days. The opium was confiscated.—*Straits Times*.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 1st prox.
Indian (*Arratoon Apcar*) 6th prox.
Canadian (*Empress of Japan*) 6th prox.
Australian (*Chinglu*) 7th prox.
German (*Prinz Heinrich*) 7th prox.

The Apcar Co.'s s.s. *Arratoon Apcar* from Calcutta left Singapore for this port this morning.

The s.s. *Bulysses* from London, &c., left Singapore yesterday, and is due here on 5th prox.

The C. P. R. Co.'s s.s. *Athenian* left Vancouver p.m., on 20th inst., for Hongkong via the usual Ports of Call.

The T. K. K. Co.'s s.s. *America Maru* with mails, &c., left Shanghai for this port to-day at 1 p.m., due Hongkong Thursday evening, the 1st prox.

TELEGRAMS.

(Reuter's.)

The War.

LONDON, 29th August.

HAND TO HAND FIGHTING.

Reuter's correspondent at St. Petersburg wires, General Sakaroff telegraphs that on the 27th instant six guns were abandoned during the retreat after Friday's fighting. The Russian losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds showing the closeness and the desperate character of the fighting. The Japanese turning movement and the enfilading fire of their guns caused the Russians to retire to a new position. The Japanese assumed the offensive (? resumed the offensive) on Saturday afternoon; their attacks were characterized by extreme fanaticism.

LATER.

The Russian Cruisers in South African Waters.

Four cruisers and one gunboat are seeking the Russian Volunteer cruisers in South African waters.

THE RETREAT TO LIAO-YANG.

Reuter's St. Petersburg correspondent wires that General Routkovsky and Colonel Deraaben were killed during the retreat to Liao-Yang.

(Straits Times.)

Port Arthur.

HONOURS OF WAR OFFERED.

London, 20th August.

Reuter's correspondent at Chefoo reports that the terms offered by the Japanese to Port Arthur were to the effect that the garrison should leave the fortress with all the honours of war, and was to be permitted to join General Kuropatkin, but the surrender of the fleet was insisted upon.

Russia's Losses.

BATTLESHIPS RIDDLED WITH SHELLS.

London, 23rd August.

The *Daily Chronicle's* correspondent at Chefoo says that Admiral Prince Ukhtomski, who succeeded Admiral Witgert, has sent in a report of the naval battle of Port Arthur.

The report which is dated at Port Arthur says that the *Pallada* had fifteen shotholes in the action on the 10th inst. and the *Retvisan* had eleven shotholes and fifteen torpedo tubes destroyed.

In various vessels the casualties came to 330 wounded. The number of killed is not stated.

(N. C. D. News.)

News from Port Arthur.

Chefoo, 23rd August.

It is stated by a refugee from the vicinity of Port Arthur that on the 21st the Japanese occupied the fort on Yitseshan and the positions surrounding Taipingchi about a mile and a-half off the town.

It is also stated that the Japanese were besieging Peipushan, the hill adjacent to the old town.

Tokio, 25th August.

Two Russian destroyers struck mines yesterday evening off Liaotishan; one was sunk, and the other towed into the harbour.

Chefoo, 25th August.

It is stated that nearly all the forts on the Port Arthur defence line are now in command of the Japanese, but as an excavation 11 feet wide and 16 feet deep surrounds the town from the east of the railway line to Golden Hill, even if the Japanese infantry began the assault on the 23rd, it would necessitate a two days' engagement to reach the town, where perhaps to-day or to-morrow a hand-to-hand fight will take place.

A further two days' engagement would probably be required for the capture of the last defensive position on Tiger Hill, where General Stössel is expected to fight to the last.

Two forts at Chiaochêngkou, at the end of the town, were destroyed on the 20th, and on the following day the powder magazine was blown up.

A Protest now Needless.

Tokio, 25th August.

Japan has protested against China's granting the Russian men-of-war in Shanghai five more days' delay.

Capture of a French Blockade-Runner.

Tokio, 25th August.

The Japanese have captured a French steamer from Port Arthur with her cargo, and she is to be brought to Saseho.

The Beauty of Patience.

Tokio, 25th August.

In well-informed circles in Tokio patience as regards the capture of Port Arthur is being urged. There are indications that the resistance will be stubborn, and the difficulties of attacking a fortress are not generally realised.

NEWCHWANG SHIPPERS ON THE WAR PATH.

News reaches us to-day that the Newchwang shipping is at a standstill, reports the *Chefoo Daily News* of the 23rd inst. Few ships will be bound for that port now. No more bean-cakes for transhipment can be had at Newchwang. All junks coming down the river are stopped. The Russians are constructing a dam with stones, which will block the Liao River and may give it another course. This will stop the shipping for the present unless the Japanese advance further north.

THE *China Times* says that the electric light on the French Concession went out a flop at 9.30 p.m. on the 19th, what time a sudden squall brought down the circus tent and stopped the performance. The electric current struck work, and the Circus people lost $3,000 house.

THE WAR.

THE S.S. "CHIHLI."

EXCITING EXPERIENCE.

According to the *P. and T. Times* the s.s. *Chihli*, Capt. Hooker, had a somewhat exciting time on her voyage from Hongkong to Tientsin. When rounding the N. E. Promontory they heard heavy firing at sea which continued until nearly 9 p.m. When darkness set in the flashes of the guns could be seen quite distinctly. On arriving at Chefoo they saw the Russian torpedo boat. About 3 a.m. firing was heard and the officers of the *Chihli* assembled on deck and saw two Japanese torpedo boat destroyers with searchlights fixed on the Russian. After some rifle fire the Japanese boarded the Russian. The Russian sailors shortly afterwards jumped overboard. All of them had on lifebuoys and swam towards the shore. The Russian lieutenant escape on to the lightship and stated that he had a hand to hand encounter with a Japanese officer and had thrown him overboard, but he was not drowned as he fell into the Japanese launch. The Russian officer had his thumb nearly bitten off. The *Chihli* lowered a boat but did not pick up any men as they preferred to go on board the boats sent by a Chinese man-of-war which was in port.

Three Russian sailors clung to the rudder of the *Chihli* and lines were thrown to them but they would not go on board and they were taken up by the Chinese cutter. It is surmised that the Russians would not go on board the *Chihli* as it was too near the Japanese. One of the Japanese ships sent a boat to the shore while the other towed out the Russian ship with a wire line. There was an explosion in the forward part of the Russian ship but no damage was done below the waterline. The second Japanese boat steamed out at daylight.

THE GRAND ASSAULT NOW PROGRESSING AT PORT ARTHUR.

It was stated yesterday, the 20th instant, by those in position to know of what is going on that the attack on Port Arthur which has been proceeding since Friday night is expected to decide the fate of the city. Heavy firing was distinctly audible Friday night and at times during the day yesterday. The Japanese confidently expect to enter the city by to-day at the latest.

Those who insist that the place is impregnable and that the fight must result in a severe set-back to the attacking forces, believe that the failure of the Japanese assault will result in a stricter blockade of Port Arthur, and that an effort will be made to starve the garrison out.

No very important news reached Chefoo yesterday from the scene of action, and the result of the assault now progressing is eagerly awaited. The correspondents are keeping the wires busy in an effort not to get "left" on possible developments. Some of them, if their expressions are an indication of the matter they are sending out, went so far yesterday as to partially predict the fall of the city whose fate, to some minds, is still in the balance.—*Chefoo Daily News.*

THE STRANDED "UNISON."

The steamer *Chefoo* returned about one o'clock on Sunday morning (21st inst.) from the Mieutau Islands, where she went, with lighters and the launch *Christa*, to attempt to remove the cargo from the steamer *Unison* which struck a rock there some days ago. The work of removing the cargo has progressed fairly well, and most of it may be saved. The steamer is still in pretty good shape, though listed heavily. Her damage has not been ascertained, as with a strong current where she is lying it has not been possible to make a thorough examination.

The cargo consists mostly of meat, potatoes, onions and condensed milk and cream.—*Chefoo Daily News.*

THE EX-NAM HOI MAGISTRATE.

HIS STRANGE DEMAND.

A correspondent writing from Canton about the trial in that city, a few days ago, of the extradited ex-chihhsien Pui Chin-fu, who it will be remembered broke from prison in the Nanhai (Namhoi) Magistrate's yamên a few months ago, while awaiting trial before Viceroy Tsên Ch'un-hsüen, has the following, which shows to what flights of imagination an unscrupulous mandarin can attain in order to make his guilt as light as possible in the eyes of his examiners. When asked by the Provincial Judge of Kwangtung, Chêng Yi-lo, who presided at the Tribunal, with the Canton prefect and Nanhai magistrate on either side of him, why he (Pui Chin-fu) broke from gaol and fled to Macao, the ex-chihhsien started a flow of rhetoric which made his judges start aghast, so brazen—there is no other word—was the defence, the most wonderful of which, says the *N. C. D. News* correspondent, was that owing to the command of the high authorities that he (Pui Chin-fu) should refund all the monies pocketed by him during his several years' tenure of the lucrative magistracies of Nanhai and other hsiens, he found himself in great difficulties on account of the greatness of the sums demanded. Knowing therefore that he would not be allowed to leave his confinement on any pretext he had been compelled to take matters into his own hands and go to Macao without notifying his gaolers, as he had wealthy friends in that place from whom he had some expectation of borrowing enough money to pay to the high authorities what was demanded from him. That, indeed, was the reason of his going to Macao; the idea of flight and evading the law being the last thing in his mind. To his unbounded surprise, however, no sooner had he got to Macao and was engaged in procuring the needed funds then he was arrested and put under restraint by the Portuguese officials of that port. The case was at once remanded by the Provincial Judge for that day, probably in order to recover himself from the astounding nature of the cashiered ex-chihhsien's evidence.

LOCAL BANKRUPTCY CASE.

At the Supreme Court this morning, Sir Henry S. Berkeley presiding, the matter of the bankruptcy of Lee Shing came on *ex parte* the debtor. The issue was between Leung King Chuen and Luk Shou Ip and the trustee in bankruptcy of Lee Shing.

Mr. M. W. Slade (instructed by Mr. H. K. Holmes) appeared for the Chinese named, and Mr. H. E. Pollock, K.C., for the trustee.

The main issues were:—(*a.*) Whether the document registered in the Land Office by memorial No. 27,346 on the 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at $72.50 a month. (*b.*) What is the interest of Leung King Chuen and Luk Shou Ip at the present time in the house 19, Jervois Street on Marine Lot No. 6 A.

At the outset Mr. Slade raised the question as to whether he should appear as to plaintiff or defendant. It was true that when the matter was before Sir Wm. Goodman he indicated that his clients should appear as plaintiffs, but there was nothing expressed in the order. In the year 1895, a man named Lee Wun leased the premises in question to them for 30 years, and it was not disputed that they were in possession and paying rent for the premises. They had been told to get out but they would not go. They produced the lease, which *prima facie* was a good title. He contended that the onus of disproving the validity of that document lay with the other side.

After some discussion on the point,

His Lordship decided that Mr. Slade's clients ought to appear as plaintiffs.

Council for the plaintiffs thereupon opened his case, and said that in July, 1895, Lee Wan, father of the bankrupt in this matter was owner of Marine Lot 6 A. on which was situated 19, Jervois Street leased these premises to the plaintiffs—the Wong Fung Tai shop—for a term of 30 years. At the present time this shop was owned by only two persons—his clients, who were in possession till to-day under that lease. In the year 1900, Lee Wun endeavoured to get the Wong Fung Tai firm upon the allegation that they were monthly tenants, and were holding over after notice. The Wong Fung Tai shop defended that action upon the sole ground that they were in possession of these premises as tenants for the unexpired term of 30 years under the lease given in 1895. Before the action came on for trial Lee Wun died, and the bankrupt was made plaintiff as the executor of his deceased father. What the bankrupt's position was now, they did not know, neither did they know whether he had any beneficial interest in the property. Well that action for ejectment was tried in 1901 before Sir John Carrington, and the trial lasted eleven days. The one question in dispute was the validity of the lease of 1895. The Chief Justice held that it was a valid lease for 30 years, and an existing lease, and gave judgment for his present clients.

His Lordship: Then what are we trying?

Mr. Pollock: That was by no means the sole question.

Mr. Slade: That is my argument.

The record of the case was then put in as evidence.

Mr. Pollock said that all Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for His Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

Mr. Pollock, continuing, urged that it was not necessary for Sir John Carrington to have stated that, it was not a necessary part of the judgment. The Court was not satisfied with plaintiff's evidence that it was a monthly tenancy, but it did not follow that it was a 30 years' tenancy.

His Lordship said that there were only two conclusions for the learned judge to have arrived at, either that there was a lease granted in 1895, or that there had been an agreement whereby the 30 years' lease was terminated.

Mr. Pollock said there was a third possibility that the judge thought plaintiff's evidence was not sufficient.

The Court was adjourned at 4 o'clock till to-morrow at noon.

HONGKONG AND THE PRESERVATION OF NEUTRALITY.

The English were very friendly to the United States when we were quarreling with the Spaniards. Whenever they could strain a point on the question of neutrality they usually did so. A few days before war was declared the American fleet lay in the harbour of Hongkong. Somewhere on the China Sea the cruiser *Baltimore* was running down with ammunition and extra men which were necessary before Dewey could go after the Spaniards. Over in the Atlantic the *Nashville* had captured the *Buenaventura* and England considered that war, *though not actually* declared, was then a fact. The Governor of Hongkong was ordered to notify the American fleet to leave the port. Now, the Governor was a scholar and a gentleman, and he knew that the *Baltimore* had not come and that Dewey could not well leave before that ship arrived. The *Baltimore* would also needed to be docked. So the Governor reasoned as follows: Supposing she came the following morning, when she was due, and supposing twenty-four hours would be required for docking—that made forty-eight hours. So he issued an order requiring the American fleet to leave in forty-eight hours. At the expiration of that time the *Baltimore* had come in, transferred ammunition, and been docked; and everybody blessed good Governor Blake, of Hongkong.

Coal is an important commodity in times of war, but according to the polite rules of neutrality, a neutral port must not sell coal to a belligerent except in quantities sufficient to enable the warring ship to reach the next port. Consequently, coal was a source of much worry to Admiral Dewey when his fleet lay in Manila Bay during the blockade. Fortunately, there are more ways of skinning a cat than one, as some resourceful sage has remarked. Though a neutral nation may not sell coal there is nothing to prevent its vessels from being captured and the coal confiscated at a good fat price. This is what frequently happened in Manila Bay. It was remarkable how many coal-laden ships drifted in to be captured and their coal seized at thirty shillings a ton. The first of the "unfortunates" was the good ship *Ellen R. Reed*, with 2,600 tons of coal from Australia. The *Ellen*, of course, didn't dream that Dewey wanted coal, and the presumption is that she drifted out of her course right into Manila Bay. At any rate, Dewey soon had 2,600 tons of good coal and the skipper of the *Ellen* had £3,900; and the glorious institution of neutrality had not been violated—*Phila Evening Post.*

KILLED BY A TRAM.

An inquest was held by Mr. Gompertz at the Magistracy this afternoon on the body of an old Chinese coolie, named Lum Luk, who was knocked down by a tram and killed on the 21st instant.

Messrs. E. C. Georg, Julius Focke and J. B. Scott constituted the jury.

The evidence of a tram conductor was to the effect that on the day in question near Wilmer Street, deceased, who was carrying a pickaxe, walked on to the track, and despite the fact that he blew his whistle, and slowed down, the car struck the pickaxe on the man's shoulder, and him also. The axe hit the man's head and knocked him down. He was put in a chair and taken to the hospital by the police. A lady passenger on the car in question spoke to seeing the old man on the line and to hearing the conductor ringing his bell vigorously before she saw his body on the line. She turned her head away to avoid witnessing the accident.

Dr. Laing, assistant superintendent of the Government Civil Hospital, deposed to receiving the deceased at 12.40 on the 21st August. He was suffering from injuries stated to have been caused by being knocked down by a tram. He was unconscious and had sustained a fracture of the base of the skull from which he found he died after making a *post mortem* examination on the 24th instant, the day he died.

A foreman of coolies working near the scene of the disaster said he did not see the deceased knocked down, but saw the tram and the coolie lying on the ground. He was lying across the lines.

A tram inspector explained the working of the brakes and said that a car running at eight or ten miles an hour could be pulled up in ten yards.

By the jury.—The average speed of the trams was ten miles an hour.

The Foreman said this seemed a long distance as in England they could pull up in five or six feet.

The jury returned a verdict of "Accidental death."

THE STRAITS CURRENCY.

BANKERS' OPINION.

The *Straits Times* of the 24th inst. prints the following editorial on the subject of the demonetisation of the alien dollars in the Straits.

A *Government Gazette* "Extraordinary," issued this morning, proclaims that the British, Mexican, and Hongkong dollars will cease to be legal currency throughout the Straits Settlements after Wednesday next, the 31st inst., and similar proclamations have, we understand, been issued by the respective Governments of the various Malay States in the Federation. The announcement reads as follows:—

Notice is hereby given that after the thirty-first day of August, 1904, British, Mexican and Hongkong dollars will cease to be legal tender and will be no longer received by the Government or by any public department. The Treasuries and Sub-Treasuries will give Straits dollars or notes for the old dollars being of full weight and unchopped, so far as their balances will permit, up to the date above-mentioned.

This notice is not extended, and will probably result in loss to various small holders of alien dollars, as well as considerable inconvenience to collectors, bankers and various other persons concerned, during the next six working days. Why the final advice should have been so short, it is difficult determine. It would have been equally as easy to gazette the date on the 1st of this month as it is to-day, the 24th, and it would have conduced rather more to the convenience of the public. Possibly, however, some reason other than a whim prompts this shortness of the period given by the authorities for the demonetisation of the various alien dollars now circulating in the Colony. As stated in the *Gazette*, all Government Treasuries will continue to exchange the old dollars for new until Wednesday next, and the banks will continue to accept them at par for the same period. It is suggested to us by the Colonial Treasurer that it would greatly facilitate the general work of the demonetisation if all employers of labour would collect from their employees and servants whatever old dollars these latter may have on hand, and exchange them at the Treasury or pay them into the bank. This would materially facilitate the general scheme, and would also prevent employees having to leave their work in order to change what few old dollars they may chance to possess. It is also requested that firms and chops pay out no more old dollars, as that means keeping them in circulation. They should either bank or exchange them.

Mr. W. H. Frizell, chairman of the Chamber of Commerce, and manager of the Chartered Bank, considers the immediate change a very good thing, and an action conducive to the good of trade generally, by tending to strengthen the stability of the Straits dollar. Mr. Frizell has been urging upon Government the advisability of such action for some time past, and he thinks this as good a time as any for the change. It had to come sooner or later, and as it is obviously for the benefit of the community, the sooner it is effected the better. He points out that no notice at all was required of Government as to the date on which the alien dollars were to be demonetised, and he considers that the week's notice now given is very fair. It is a concession that will prevent any hardship to traders generally being caused by the forced withdrawal of the outside dollars.

Mr. J. C. Nicholson, manager of the Hongkong and Shanghai Bank, is also of the opinion that the time is ripe for demonetisation, as at present silver has a downward tendency, which will consequently check any false rise in the face value of the dollar. The time given he considers sufficient for the business portion of our community, but he thinks that discretion must be used for outside people who will have little opportunity of knowing of the demonetisation. To avert this as much as possible, he thinks that it would be advisable to give the greatest publicity to the new ordinance and thus prevent speculators from taking advantage of the ignorant, who probably, on finding that only Straits dollars were legal tender, would sell their alien dollars to 'sharpers' for a tithe of their real value. He thinks that the new order will have a beneficial effect on trade, as business people will now know how they stand. If the ordinance against the importation of alien dollars into the colony were repealed as soon as the alien dollars cease to be legal currency, Mr. Nicholson is of the opinion, that it would have a still more beneficial effect, as in the recent past—since the passing of the ordinance in question—dollars were smuggled in from outside ports to take advantage of the premium they possessed in Singapore, thus denuding of coinage the places where they came from, and thus causing much inconvenience. If the ordinance be repealed, the alien dollar will be in exactly the same position as the guilder.

In a subsequent issue, the same paper says:—Commenting upon the demonetisation of the alien dollars, Mr. Nicholson of the H. & S. Bank observed that discretion should be exercised so as to prevent ignorant Chinese and others in the outlying districts, from being victimised by sharpers as soon as they realise that the coins in question have ceased to be legal tender. There are certain classes of more or less poor people residing within a few miles of the Singapore Treasury who will have no opportunity of hearing about the impending change unless our paternal authorities see fit to notify them of the fact through other channels than the *Government Gazette*. There are, for instance, hundreds of small planters, gardeners, pig farmers and others, who have small holdings all around the land in places towards Seletar Ayer Gemurah, Changi and other districts, who will never be able to learn a thing about the matter until they come in to pay their rents next week or the week after, with only demonetised dollars wherewith to liquidate their obligations.

These poor people should be protected from small losses, and the only way that Government can extend to them even reasonable protection is by sending out and posting placards in all the various places, and in all the various languages that these people may individually comprehend. We have not heard that any such admonitory action has so far been taken in regard to the change, and it is obvious that—if these peoples' interests are to be conserved—no time should be lost in taking it.

COMMERCIAL.

RAUB G. M. CO.

Telegraphic information was received at Singapore from Raub that crushing operations, which were suspended, owing to damage at Sempan, were resumed on the 22nd inst.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 3rd Sept., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 31st August, 1904 [979

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock to-morrow morning.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 6th September, at 9.30 A.M.

All Claims must reach us before the 12th of September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 30th August, 1904. [3

To-day's Advertisements.

THE TRADE MARKS ORDINANCES, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs GROSSMANN AND COMPANY have, on the 18th day of August, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

(1). A representation of a Stork standing on one leg and enclosed within a Shield.

(2). A representation of a Chinese Coin having on it the Chinese characters (金錢) meaning "Gold Cash."

(3). A representation of a Dog with two tails standing on its hind legs and holding a ball in its right paw and resting its left paw upon a shield.

(4). A representation of an Eagle with its wings extended bearing two branches in its talons.

(5). A representation of an Anchor with two snakes entwined upon the bar, the whole device resting upon a shield.

(6). A representation of a Bird sitting on a branch of a tree, the whole device enclosed by an oval frame;

in the name of Messrs. GROSSMANN AND COMPANY who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the applicants (1) since 1st July, 1899, (2) since 1st July, 1901, (3) since 1st January, 1903, (4) since 1st July, 1903, (5) since 1st August, 1902, in respect of the following goods:—

Paints and Dyes in Class 1.

The Trade Mark (6) has been used by the applicants since 1st August, 1902, in respect of the following goods:—

(*a*) Woollen Yarn in Class 33.

(*b*) Hosiery in Class 38.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 31st day of August, 1904.

DENNYS & BOWLEY,

991] Solicitors for the Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 2nd September, 1904, at 11 A.M.,

at their

Sales Rooms, No. 8, Des Vœux Road, (Corner of Ice House Street),

SUNDRY

FRENCH MAKE

HOUSEHOLD FURNITURE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 31st August, 1904. [990

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about FRIDAY, the 9th September, to be followed by the Steamship

"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 31st August, 1904. [966

Intimation.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [838

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"TELEMACHUS"	3rd September.
GLASGOW and LIVERPOOL	"PATROCLUS"	4th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.

S.S. "TELEMACHUS" left Singapore for this port on the 29th inst., and is due on the 3rd prox.
S.S. "PATROCLUS" left Singapore for this port at daylight to-day, and is due on the 4th prox.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	1st September.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

*Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *vid* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	7th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st August, 1904. [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
CEBU and ILOILO	"SUNGKIANG"*	2nd September.
KOBE	"CHANGSHA"*	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"*‡	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st August, 1904. [7

Hongkong–Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 17th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th August, 1904 [8

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	September 14th, 1904.
"NUMANTIA"	4,370	——	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 19th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.
15]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5.
2nd Class, $1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single journey.
2nd " ..... 1.50 " "
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. [35

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, on FRIDAY, the 2nd September, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1904. [984

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 23rd August, 1904. [966

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Windebank, will be despatched as above, on TUESDAY, the 6th September, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 30th August, 1904. [989

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904. [923

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ATHOLL"	20th September.
"MACDUFF"	27th "
"SAGAMI"	8th October.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th August, 1904.

SAVARESSE'S SANDAL CAPSULES
Efficacious because absolutely pure. English Co. Normale of detailing of Full directions. All Chemists. 4/-
Insist on SAVARESSE'S

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, *vid* Ports of Call, transhipping Passengers and Cargo at Saigon to S.S. *Polynésien*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 5th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd August, 1904. [9

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain A. Thompson, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th Sept., at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oriental*, due in London on the 23rd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pleiades‡	3,753	F.G. Purington	Sept. 17
Shawmut	9,606	W. M. Smith	Sept. 24
Tremont	9,606	T. W. Garlick	Oct. 1
Tremont	9,606	T. W. Garlick	...
Lyra‡	4,417	G. V. Williams	...
*Hyades**	3,753	Geo. Wright	...

‡ Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED
General Agents.
Queen's Buildings.

Hongkong, 29th August, 1904. [12

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE.

CONSIGNEES of CARGO per Steamship "MONGOLIA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 5th proximo will be subject to rent.

All Claims must be sent in to me on or before the 8th proximo or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 30th August, 1904. [1

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA,"

Captain Behrens, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th August, 1904 [988

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"NUMANTIA,"

Captain Brehmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th August, 1904. [974

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 31st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1904. [980

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Himalaya*.

From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [4

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1904 [52

To Let.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET.

6, SEYMOUR TERRACE, 4-room House and side verandahs. $100 and Taxes.

Apply to—

"CHEAP,"
C/o this Paper.

Hongkong, 4th August, 1904. [908

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTOR," THE PEAK.
Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. ALSETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 1, CLIFTON GARDENS.
No. 17, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th August, 1904. [956

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904 [883

TO LET.

EUROPEAN HOUSES, Nos. 2 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,
or
A. STEVENSON,
Agent for Lessee,
C/o THE PHARMACY,
房藥大法中
No. 56, Queen's Road Central.

Hongkong, 31st August, 1904. [915

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimation.

THE HONGKONG TELEGRAPH.

OFFICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES

PAMPHLETS.

CARDS,

CIRCULARS

EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Intimations.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [892

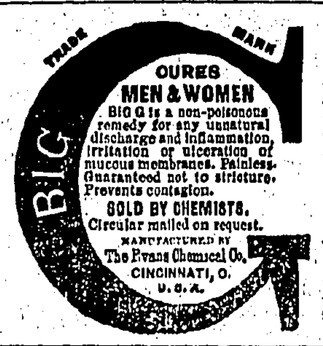
THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904 [5



Shipping.

ARRIVED

Bayern, Ger. s.s., 3,128, H. Formes, 30th Aug., —Hamburg 21st July, and Singapore 26th Aug., Mails and Gen.—M. & Co.

Kampot, French s.s., 412, Nova, 30th Aug.,—Newchwang 19th Aug., Beans.—Chinese.

Hongkong, Fr. s.s., 742, A. Suzzoni, 30th Aug., —Haiphong and Hoihow 24th Aug., Pigs and Gen.—A. R. M.

Peleus, Br. s.s., 7,441, J. Barwise, 31st Aug.,—Shanghai and Foochow 29th Aug., Gen.—B. & S.

Ovid, Br. s.s., 2,686, L. Cubitt, 31st Aug.,—Kutchinotzu 25th Aug., Coal.—M. B. K.

Hailoong, Br. s.s., 783, C. A. Mutton, 31st Aug.,—Tamsui via Amoy and Swatow 30th Aug., Gen.—D., L. & Co.

M. Struve, Ger. s.s., 966, P. Brandt, 31st Aug., —Tamsui 28th Aug., Amoy 29th, and Swatow 30th, Gen.—O. S. K.

Tjilatjap, Dut. s.s., 2,478, H. Koops, 31st Aug., —Amoy 29th Aug., Gen.—J. C. J. L.

Victoria, Ch. s.s., 940, J. F. Misser, 31st Aug., —Chefoo 28th Aug., Gen.—Yuen Wo.

Kowloon, Ger. s.s., 1,450, H. Stehr, 31st Aug., —Canton 31st Aug., Gen.—S. & Co.

Decima, Ger. s.s., 794, C. Christiansen, 31st Aug.,—Canton 31st Aug., Gen.—S., W. & Co.

Clearances at the Harbour Office.

Wingchai, for Macao.
Hohnstein, for Saigon.
Amara, for Saigon.
E-sang, for Swatow.
Yingking, for Canton.
Chukong, for Macao.
Tean, for Manila.
Tak Hing, for West River.
Numantia, for Yokohama.
Haiching, for Swatow.
Shun Lee, for West River.
Peleus, for Singapore.
Hongkong, for West River.
Kwongtung, for Canton.

DEPARTURES

Aug. 31.

Glenfalloch, for Amoy.
Speeia, for Singapore.
Sifun, for Kobe.
Triumph, for Swatow.
Hohnstein, for Saigon.
Elisabeth Rickmers, for Bangkok.
E-sang, for Tientsin.
Chunshan for Swatow.
Tean, for Manila.
Nippon, for Calcutta
Numantia, for Yokohama.
Bayern, for Shanghai, &c.

PASSENGERS ARRIVED.

Per *Hailoong*, from Coast Ports—3 Masters Sullivan, Miss Hyde, Masters Frewin and Stainfield, and 92 Chinese.

Per *Bayern*, for Hongkong from Singapore—Mr. P. D H. Grant, Mr. and Mrs. K. Stothert, Mr. and Mrs. V. Graham, Bishop A. Castro, Revs. A. Gomes, S. Nunes, W. Arkwright, Soares and Lima. From Genoa—Mr. C. Debrmann. From Singapore—Messrs. Yeap Wan Pan and T. B. Gomes.

Shipping Report.

Str. *Hailoong* from Tamsui, etc.:—Moderate breeze variable, showery, moderate sea.

Str. *Thyra* from Moji:—Nothing in particular, weather fine till Sunday, then strong gale and heavy rain, Monday fine weather.

Str. *Victoria* from Chefoo:—Owing to bad weather put in at Amoy on Sunday, the 28th inst., at 5 p.m., resumed voyage on the 29th, at 6 p.m.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon	Dock.
Kinling	"	"	"
Sungkiang	"	"	"
Sikh	"	"	"
Clara Jebsen	"	"	"
Lothian	"	"	"
Changsha	"	"	"
Shawmut	"	"	"
Korat	"	"	"
Shantung	"	Cosmopolitan	"
Cranley	"	"	"
Inkum	"	Aberdeen	"
Prometheus	"	"	"

Ships Passed The Canal.

Outward—3rd August—*Bulysses*, *Dante* 6th August—*Japan*, *Telemachus*. 9th August—*Eldsvold*, *Ambria*, *Balfour*, *Alexandra*, *Seneca*. 13th August—*Patroclus*, *Heathglen*, *Suevia*, *Malacca*, *Barotse*. 17th August—*Baronaldon*, 19th August—*Malta*, *Inverie*, *Ping Suey*. 23rd August—*Indrapura*, *Avalo*, *Kintuck*, *Manila*, *Sachsen*, *Kwangsi*. 27th August—*Achilles*, *Diomed*, *Princesse Marie*, *Sofaste*, *Hellas*, *Indrawadi*, *Kennebec*.

Homeward—9th August—*Triaste*, *Bencleuch*. 19th August—*Prometheus*, *Nurnberg*. 23rd August—*Richmond Castle*. 27th August—*Sardinia*.

Arrivals at Home—9th August—*Segovia*, *Benmohr*, *Himalaya*, *Monmouthshire*, *Agamemnon*. 13th August—*Yarra*, *Main*, *Seydlitz*. 19th August—*Glenturret*, *Gloucester City*. 23rd August—*Roon*, *Satsuma*, *Yang Tsze*. 27th August—*Tonkin*. 30th August—*Candia*.

Vessels in Port.

STEAMERS.

Amara, Br. s.s., 1,566, C. J. Mattock, 22nd Aug.,—Saigon 18th Aug., Rice and Flour.—L., M. & Co.

Apenrade, Ger. s.s., 611, A. P. Ulderup, 28th Aug.,—Haiphong 25th Aug., and Hoihow 27th, Gen.—J. & Co.

Borneo, Ger. s.s., 2,168, E. Muhle, 23rd Aug., —Sandakan 19th Aug., Timber and Gen.—M. & Co.

Bourbon, Fr. s.s., 997, Antoni, 26th Aug.,—Saigon 22nd Aug., Rice.—Chinese.

Breid, Nor. s.s., 645, J. Falkmann, 28th Aug., —Saigon 23rd Aug., Rice and Flour.—Hang Fat.

Changsha, Br. s.s., 2,300, T. Moore, 15th Aug., —Sydney via Ports 19th July, Gen.—B. & S.

Ching Wo, Br. s.s., 2,517, G. W. Parkinson, 26th Aug.,—Salina Cruz and Moji 20th Aug., Ballast.—C. C. S. S. Co.

Chowtai, Ger. s.s., 1,115, H. Textor, 27th Aug., —Bangkok 19th Aug., and Kohsichang 20th, Rice and Wood.—B. & S.

Chunsang, Br. s.s., 1,416, R. Cox, 26th Aug.,—Saigon 21st Aug., Rice.—J., M. & Co.

Cranley, Br. s.s., 2,903, W. E. Steele, 22nd Aug.,—Yokkaichi 14th Aug., Ballast.—G., L. & Co.

Elax, Br. s.s., 2,612, E. S. Baker, 27th Aug.,—Singapore and Aru Bay 18th Aug., Oil.—Order.

Gaea, Nor. s.s., 625, H. Dahl, 26th Aug.,—Rajang (Borneo) 17th Aug., Timber.—Wing Sing & Co.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 30th Aug.,—Foochow via Amoy and Swatow 29th Aug., Gen.—D., L. & Co.

Holstein, Ger. s.s., 985, J. C. Hansen, 29th Aug.,—Iloilo 26th Aug., Timber.—J. & Co.

Hopsang, Br. s.s., 1,359, Jas. M. Hay, 22nd Aug.,—Java Ports 15th Aug., Sugar.—J., M. & Co

Ikbal, Br. s.s., 2,905, Robinson, 24th Aug.,—Durban 30th July, Ballast.—G., L. & Co.

Ixollayrim, Nor. s.s., 1,642, R. Cimstensen, 26th Aug.,—Pakhoi and Hoihow 22nd Aug., Case Oil.—A., K. & Co.

Kohsichang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.,—Bangkok 11th Aug., Rice, Wood and Gen.—B. & S.

Korat, Ger. s.s., 1,998, H. Hirbner, 16th Aug., —Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 29th Aug.,—Singapore 23rd Aug., Gen.—J., M. & Co.

Legazpi, Am. s.s., 563, D. Yribar, 30th Aug.,—Manila 27th Aug., Gen.—Barretto & Co.

Lightning, Br. s.s., 2,122, J. G. Spence, 22nd Aug.,—Calcutta 6th Aug., Penang and Singapore 17th, Gen.—D., S. & Co., Ld.

Madeleine Rickmers, Ger. s.s., 1,020, L. Görcken, 27th Aug.,—Bangkok 21st Aug, Rice.—B. & S.

Mongolia, Am. s.s., 8,750, W. P. S. Porter, 30th Aug.,—San Francisco 29th July, Honolulu 4th Aug., Yokohama 17th, Kobe 19th, Nagasaki 22nd, and Manila 28th, Mails and Gen.—P. M. S. S. Co.

Nanshan, Br. s.s., 1,299, E. F. Stovell, 27th Aug.,—Bangkok 18th Aug., Rice.—B. & Co.

Onsang, Br. s.s., 1,878, J. T. Davies, 29th Aug., —Moji 23rd Aug., Coal.—J., M. & Co.

Prometheus, Nor. s.s., 1,024, H. Lersbryggen, 21st Aug.,—Bangkok 14th Aug., Rice.—Yuen Fat Hong.

Rubi, Br. s.s., 1,611, R. W. Almond, 29th Aug., —Manila 27th Aug., Gen.—S., T. & Co.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug., —Java Ports 30th July, Gen.—B. & S.

Shawmut, Am. s.s., 9,606, W. M. Smith, 22nd Aug.,—Tacoma 18th July, Gen.—D. & Co., Ld.

Signal, Ger. s.s., 907, A. Bendixen, 26th Aug., —Sourabaya 14th Aug., Sugar and Molasses.—J. & Co.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co, Ld.

Simongan, Dut. s.s., 1,202, J. van Tol, 27th Aug.,—Samarang (Java) 14th Aug., Sugar and Gen.—Yuen Fat Hong.

Sungkiang, Br. s.s., 1,021, J. Robinson, 24th Aug.,—Manila 21st Aug., Gen.—B. & S.

Tanglin, Ger. s.s., 1,280, F. Leuss, 29th Aug., —Bangkok and Koh-si-chang 22nd Aug., Rice and Gen.—B. & S.

Telemachus, Br. s.s., 1,340, J. Williamson, 28th Aug.,—Saigon 24th Aug., Meal, &c.—Wo Fat Sing.

Thyra, Br. s.s., 2,244, A. Bainbridge, 30th Aug., —Moji 23rd Aug., Coal.—B. & Co.

Trocas, Br. s.s., 2,657, F. G. M. Philipps, 27th Aug.,—Palembang, Sumatra 17th Aug., Petroleum.—A., K. & Co.

Yuensang, Br. s.s., 1,128, T. M. Meyrick, 29th Aug.,—Manila 26th Aug., Gen.—J., M. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 19th May, —New York 10th Dec., 1903, Case Oil.—S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July,—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Karten, 6th Aug.,—Manila 20th June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Queen Elisabeth, Br. ship, 1,700, C. E. Fulton, 21st Aug.,—New York 19th April, Kerosine Oil.—S. O. Co.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Steamers Expected.

Vessels	From	Agents	Due
America Maru	Shanghai	N. Y. K.	Sept. 1
Japan	Singapore	P. & O. Co	Sept. 1
Nankin	Singapore	P. & O. Co	Sept. 1
Palamcotta	Singapore	C. & Co.	Sept. 2
Ischia	Singapore	C. & Co.	Sept. 3
Telemachus	Singapore	B. & S.	Sept. 3
Patroclus	Singapore	B. & S.	Sept. 4
Arratoon Apcar	Singapore	D. S. & Co.	Sept. 5
Bulysses	Singapore	McG. & G.	Sept. 5
Emp. of Japan	Japan	C. P. R. Co	Sept. 6
Tjipanas	Macassar	C. J. J. L.	Sept. 6
Aragonia	Japan	P. & A. Co	Sept. 6
Prinz Heinrich	Colombo	M. & Co.	Sept. 7
Chingtu	Sydney	B. & S.	Sept. 7

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street {8 a.m.—11 a.m. 2 p.m.—5 p.m.

Arsenal Street {8.5 a.m.—11.5 a.m. 2.5 p.m.—5.5 p.m.

Mail will close for—

Manila—Per *Legaspi*, 1st Sept., 9 A.M.

Swatow, Amoy and Foochow—Per *Haiching*, 1st Sept., 11 A.M.

Macao—Per *Heungshan*, 1st Sept., 1.15 P.M.

Samshui, Shiuhing, Takhing and Wuchow—Per *Sanui*, 1st Sept., 4 P.M.

Singapore—Per *Peleus*, 1st Sept., 4 P.M.

Hoihow and Haiphong—Per *Apenrade*, 1st Sept., 5 P.M.

Canton—Per *Honam*, 1st Sept., 5 P.M.

Kongmoon and Kumchuk—Per *Lintan*, 1st Sept., 5 P.M.

Namtao—Per *Taichun*, 1st Sept., 5 P.M.

Sanbue—Per *Hoi Fu*, 1st Sept., 5 P.M.

Macao—Per *Wingchai*, 1st Sept., 5 P.M.

Canton—Per *Fatshan*, 2nd Sept., 7.30 A.M.

Hoihow and Haiphong—Per *Hongkong*, 2nd Sept., 9 A.M.

Nagasaki and Kobe—Per *Kowloon*, 2nd Sept., 11 A.M.

Bangkok—Per *Kohsichang*, 2nd Sept., 11 A.M.

Macao—Per *Heungshan*, 2nd Sept., 1.15 P.M.

Shanghai—Per *Hangsang*, 2nd Sept., 3 P.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Tjilatjap*, 2nd Sept., 3 P.M.

Manila—Per *Yuensang*, 2nd Sept., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 2nd Sept., 4 P.M.

Kobe—Per *Changsha*, 2nd Sept., 4 P.M.

Canton—Per *Hankow*, 2nd Sept., 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 2nd Sept., 5 P.M.

Namtao—Per *Taichun*, 2nd Sept., 5 P.M.

Sanbue—Per *Hoi Fu*, 2nd Sept., 5 P.M.

Macao—Per *Wingchai*, 2nd Sept., 5 P.M.

Canton—Per *Honam*, 3rd Sept., 7.30 A.M.

Manila—Per *Rubi*, 3rd Sept., 9 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 3rd Sept., 11 A.M.

Macao—Per *Heungshan*, 3rd Sept., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Lightning*, 3rd Sept., 2 P.M.

Swatow Amoy and Tamsui—Per *Hailoong*, 3rd Sept., 2 P.M.

Shanghai, Tsingtau and Chemulpo—Per *Lyeemoon*, 3rd Sept., 4 P.M.

Samshui, Shiuhing, Takhing and Wuchow—Per *Kongnam*, 3rd Sept., 4 P.M.

Namtao—Per *Taichun*, 3rd Sept., 5 P.M.

Sanbue—Per *Hoi Fu*, 3rd Sept., 5 P.M.

Macao—Per *Wingchai*, 3rd Sept., 5 P.M.

Canton—Per *Kinshan*, 4th Sept., 9 A.M.

Namtao—Per *Taichun*, 4th Sept., 9 A.M.

Sanbue—Per *Hoi Fu*, 4th Sept., 9 A.M.

Macao—Per *Wingchai*, 4th Sept., 9 A.M.

Kongmoon and Kumchuk—Per *Lintan*, 4th Sept., 9 A.M.

Durban, East London, Port Elizabeth and Cape Town—Per *Lothian*, 5th Sept., 11 A.M.

Amoy, Straits and Rangoon—Per *Palamcotta*, 5th Sept., 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 5th Sept., 5 P.M.

Swatow, Sandakan and Kudat—Per *Borneo*, 6th Sept., 8 A.M.

Europe, &c., India, *via* Tuticorin—Per *Manchs*, 6th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Kumsang*, 6th Sept., 2 P.M.

Singapore, Penang and Bombay—Per *Ischia*, 10th Sept., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Chusan*, 10th Sept., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, 13th Sept., 4 P.M.

Europe, &c., India, *via* Tuticorin—Per *Gneisenau*, 14th Sept., 11 A.M.

Manila—Per *Zafiro*, 17th Sept., 9 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 17th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 21st Sept., 11 A.M.

Manila—Per *Rubi*, 10th Sept., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 13th Oct., 11 A.M.

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CHINA COAST METEOROLOGICAL REGISTER.

August 30th, 1904, a.m.

	Bar.	Th.	Hu.	Wind		W.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	29.96	—	NW	8	—
Hakodate	"	29.93	—	E	6	—
Tokio	"	29.82	—	NE	2	—
Kochi	"	29.48	—	E	10	—
Nagasaki	"	29.56	—	NE	6	—
Kagoshima	"	29.48	—	N	4	—
Oshima	"	29.49	—	N	8	—
Naha	"	29.62	—	NW	2	—
Ishigakijima	"	29.62	—	NW	2	—
Taihoku	5 a.m.	29.64	—	E	4	—
Taichu	"	29.59	—	—	0	—
Tainan	"	29.60	—	—	0	—
Koshun	"	29.61	—	SW	2	—
Pescadores	"	29.58	—	N	10	—
Weihaiwei	9 a.m.	29.93	81	SE	2	o
Gutzlaff	"	29.69	80	ENE	4	cv
Sharp Peak	"	29.69	83	87	—	o c
Amoy	6.30 a.	29.61	77	91	—	o b
Swatow	9 a.m.	—	—	—	—	—
Canton	"	29.70	90	72	—	o b
Hongkong	10 a.m.	29.71	83	81	SW	2 o
Victoria Peak	"	—	—	—	SSW	3 —
Gap Rock	"	29.67	—	—	WSW	3 —
Macao	"	29.68	84	—	SW	1 c
Haiphong	"	—	—	—	—	—
Manila	"	29.84	84	77	SW	4 c
Bacolod	9 a.m.	—	—	—	S	3 b
Iloilo	"	29.87	83	—	W	2 c
Cebu	"	29.91	88	—	S	1 c
C. St. James	10 a.m.	—	—	—	—	—

August 31st, 1904, a.m.

Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.20	—	—	NE	2 —
Hakodate	"	30.05	—	—	E	6 —
Tokio	"	29.78	—	—	N	4 —
Kochi	"	29.09	—	—	NE	6 —
Nagasaki	"	29.48	—	—	N	6 —
Kagoshima	"	29.44	—	—	N	4 —
Oshima	"	29.57	—	—	W.	2 —
Naha	"	29.58	—	—	W.	4 —
Ishigakijima	"	29.70	—	—	N	2 —
Taihoku	5 a.m.	29.74	—	—	S	2 —
Taichu	"	29.71	—	—	N	2 —
Tainan	"	29.71	—	—	N	2 —
Koshun	"	29.72	—	—	—	o —
Pescadores	"	29.72	—	—	NE	4 —
Weihaiwei	9 a.m.	—	—	—	—	—
Gutzlaff	"	29.73	80	78	NE	2 cv
Sharp Peak	"	29.74	83	87	—	o o
Amoy	6.30 a.	29.66	77	91	—	o c
Swatow	9 a.m.	—	—	—	—	—
Canton	"	29.73	85	87	SSE	2 b
Hongkong	10 a.m.	29.74	85	79	SW	1 op
Victoria Peak	"	—	—	—	S	3 —
Gap Rock	"	29.73	—	—	SSW	3 —
Macao	"	29.72	85	—	SW	1 c
Haiphong	"	—	—	—	—	—
Manila	"	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SSW	4 c
Iloilo	"	29.89	82	—	WSW	1 c
Cebu	"	29.87	89	—	S	1 b
C. St. James	10 a.m.	—	—	—	—	—

	Aug. 30 at 10 a.m.	Aug. 30 at 4 p.m.
Barometer	29.71	29.63
Temperature	83	84
Humidity	81	79
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtsze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Singapore
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Wei-hai-wei
Glory ‡	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Shanghai
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander J. A. Gregory	Taku
Kinsha	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtsze
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtsze
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Mirs Bay
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Rosario	sloop	980	6	1,400	Commander Vivian

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) .....$0.80 per lb.
EYSSEN CHEESE in Tins ..... 0.75 the tin.
GOUDA CHEESE (Edam) ..... 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE	Per Bottle	$1.50
CHERRIES " "	" "	1.50
ASSORTED FRUIT " "	" "	1.50
CHERRIES IN BRANDY	" "	1.75
APRICOTS " "	" "	1.75
PLUMS " "	" "	1.75

CRYSTALLIZED FRUIT of the First Quality at $1.50 the Box of 1 lb.

We specially recommend the above to amateurs and *connoisseurs*.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of $45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

—to—

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;

OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulati.., Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy,as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre	$5.00
The Half-Litre	2.50

CHAZALON & CO.,
Sole Agents for Hongkong, China and Japan.

SOLUTION OF BI-PHOSPHATE OF LIME

(Medicinal) of the MARIST BROTHERS.

It is employed with much success in chronic bronchitis, inveterated catarrhs, consumption, scrofula, the softening and caries of bones, and generally all sickness whose cause is in the poverty of blood and the weak state of the digestive organs.

Numerous testimonials from Physicians, letters of congratulation.

An explanatory note accompanies each bottle.

The Litre	$5.00
The Half-Litre	3.00

(Discount according to importance of orders.)

Hongkong, 29th August, 1904. [981

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation ...	80,000	$125	$125	$10,000,000 / $7,000,000 / $250,000	$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 / $16.41 for first half-year 1904	6¾ %	$650 / London £66½
National Bank of China, Limited ...	4,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5¼ %	$38 buyers
Do. (Founders') ...	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited ...	10,000	$250	$100	$1,750,000 / $569,143 / $784,445 / $906,872	$1,959,926	$32 for 1902	5¼ %	$575 buyers
China Traders' Insurance Company, Limited ...	24,000	$83.33	$25	$900,000 / $151,992 / $331,342 / $322,138	Nil.	$4 for year ended 30.4.1903	6¼ %	$63
North China Insurance Company, Limited ...	10,000	£15	£5	Tls. 500,000 / Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902 ...	...	Tls. 67½ buyers
Yangtsze Insurance Association, Limited ...	8,000	$100	$60	$700,000 / $37,794	$186,284	$12 for 1902	9¼ %	$135
Canton Insurance Office, Limited ...	10,000	$250	$50	$1,300,000 / 50,000	$110,551	$15 for 1902	7 %	$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited ...	8,000	$250	$50	$1,179,288	$371,110	$22½ for 1902	7¼ %	$315 buyers
China Fire Insurance Company, Limited ...	20,000	$100	$20	$1,600,000 / $125,675 / $2,56	$329,047	$6 dividend & $1 bonus for 1902 ...	8 %	$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 / $603,009 / $137,555	$16,362	$1½ for first half-year 1904 ...	10¼ %	$30 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 / £100,000	£5,853	10/- for 1903 ...	5 %	$118 sales
China and Manila Steamship Company, Limited ...	30,000	$50	$50	none	Dr. $63,123	$5 for 1900 ...	...	$26 buyers
Douglas Steamship Company, Limited ...	20,000	$50	$50	$185,000 / $80,935	Nil.	$3 for year ended 30.6.1903 ...	8½ %	$36 buyers
"Star" Ferry Company, Limited ...	10,000 / 10,000	$10 / $10	$10 / $5	$60,000 / $15,093	$1,287	$1.80 & b. 40 cts / $0.90 & b. 20 cts. for year ending 30.4.04	5½ % / 4 %	$40 buyers / $30 buyers
Straits Steamship Company, Limited ...	5,000	$100	$100	$400,000 / $ 21,075 / $ 18,000 / $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903 ...	8½ %	$155 sellers
"Shell" Transport and Trading Company, Limited ...	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4½ %	24/- buyers
Taku Tug and Lighter Company, Limited ...	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 / Tls. 201,614	Tls. 865	Interim of Tl. 1½ for 1904 ...	12 %	Tls. 25 buyers
Shanghai Tug and Lighter Company, Limited ...	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4 ...	9½ %	Tls. 48 buyers
Do. (Preference)	100,000					Tls. 1½ making Tls. 3 ...	7½ %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited ...	20,000	$100	$100	none	Dr. $147,717	Interim of $5 for 1904 ...	...	$197 buyers
Luzon Sugar Refining Company, Limited ...	7,000	$100	$100	none	Dr. $73,905	$3 for 1897 ...	...	$9 sellers
Perak Sugar Cultivation Company, Limited ...	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03 ...	4¾ %	Tls. 60
MINING.								
Société Francaise des Charbonnages du Tonkin ...	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 / Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ...	...	$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 873	Dr. £7,236	No. 12 of 1/- ...	...	$6½ buyers
Chinese Engineering and Mining Company, Ld. ...	50,000 / 1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/- ...	...	Tls. 6 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld. ...	50,000	$50	$50	$25,500	$505,471	$6 dividend and $2 bonus for first half-year 1904 ...	7 %	$226 sales
S. C. Farnham, Boyd & Co., Limited ...	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04 ...	7 %	Tls. 175 sales
Tanjong Pagar Dock Company, Limited ...	37,000	$100	$100	$1,950,000	$43,732	$6 for 2nd half year 1903 ...	4¾ %	$250
Riley Hargreaves & Co., Limited ...	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus / $7 dividend ... for 1903 ...	6¾ % / 6¾ %	$200 sellers / $110
Do. (Preference) ...	2,750							
Howarth Erskine, Limited ...	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3 ...	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 / $250,000	$28,015	Interim of $2½ for 1904 ...	4½ %	$112½ ex div. b.
Shanghai and Hongkew Wharf Company ...	20,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904 ...	7 %	Tls. 155 sales
Yangtsze Wharf and Godown Company, Limited ...	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903 ...	9½ %	Tls. 190 sales
New Amoy Dock Company, Limited ...	6,000	$64	$64	$55,500	$489	$1½ for 1903 ...	4¾ %	$27½
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$500,000	$51,966	Interim of $6 for 1904 ...	8 %	$153 buyers
Shanghai Land Investment Company, Limited ...	52,000	Tls. 50	Tls. 50	Tls. 800,000 / Tls. 150,000 / Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904 ...	7½ %	Tls. 112 sellers
Tientsin Land Investment Company, Limited ...	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904 ...	7 %	Tls. 125 sales
China Land and Finance Company, Limited ...	6,000	Tls. 50	Tls. 50	.....	.....	Interim of Tls. 2 ...	...	Tls. 55
Kowloon Land and Building Company, Limited ...	6,000	$50	$30	none	$636	$2.60 for 1903 ...	7¼ %	$38 buyers
Wei-hai-wei Land and Building Company, Limited ...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None ...	...	Tls. 10
West Point Building Company, Limited ...	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904 ...	5 %	$61 sellers
Hongkong Hotel Company, Limited ...	12,000	$50	$50	$100,000 / $11,824 / $20,000	$11,668	$5 for first half-year 1904 ...	7½ %	$130 buyers
Astor House Hotel, Limited (Tientsin) ...	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903 ...	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai) ...	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30 ...	7½ %	$34½ sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904 ...	6¼ %	Tls. 14½ buyers
Queen's Hotel (Wei-hai-wei) ...	9,000	Tls. 25	Tls. 25	.....	.....	First year ...	...	Tls. 25
Tientsin Hotel, Limited (in liquidation) ...	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903 ...	12½ %	$40
Tientsin Hotel des Colonies, Limited ...	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½ ...	...	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited ...	150,000	$10	$10	$200,607 / $50,000	$99,177	90 cents for 1903 ...	7½ %	$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld. ...	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10 1903 ...	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld. ...	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898 ...	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited ...	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897 ...	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited ...	125,000	$10	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03 ...	6¼ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited ...	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,091	Interim of Tls. 3 ...	9½ %	Tls. 62 ex div. sa.
Alhambra, Limited ...	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900 ...	...	$150 sellers
Philippine Company, Limited ...	67,500	$10	$10	.....	.....	First year ...	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited ...	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903 ...	5 %	$31½ buyers
China-Borneo Company, Limited ...	60,000	$12	$12	none	Nil.	60 cents for 1903 ...	6 %	$10½ sales
A. S. Watson & Co., Limited ...	60,000	$10	$10	$250,000 / $25,000	$2,883	Final of 50 cents making $1 for 1903 ...	6¾ %	$15 buyers
Watkins, Limited ...	10,000	$10	$10	$4,802	$1,042	$1 for 1903 ...	11 %	$9½
Singapore Dispensary, Limited ...	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903 ...	7 %	$70
China Provident Loan & Mortgage Company, Ld. ...	100,000	$10	$10	$55,000	$1,171	80 cents for 1903 ...	8¾ %	$9½ sales
Hongkong Electric Company, Limited ...	30,000 / 30,000	$10	$10 / $5	none	$1,747	$1.00 / 50 cents for year ending 30.4.1904 ...	6¼ % / 5¼ %	$15 buyers / $9½ buyers
Hongkong & China Gas Company, Limited ...	7,000	£10	£10	£23,109 / £3,000	£7,625	£1 div. and 2/- bonus for 1903 ...	...	$160 buyers
Shanghai Gas Company, Limited ...	10,666	Tls. 50	Tls. 50	Tls. 100,000 / Tls. 108,172	Tls. 7,548	Interim of Tls. 3½ for 1904 ...	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited ...	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 1/- for 1904 ...	7½ %	Tls. 395 sales
Tientsin Waterworks Company, Limited ...	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4 ...	6 %	T.Tls. 140
Tientsin Native City Waterworks Company, Ld. ...	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year ...	...	T.Tls. 120
Hall & Holtz, Limited ...	21,000	$20	$20	$186,000	$13,104	Final of $½ making $3½ for 1903 ...	11½ %	$31 buyers
Lane, Crawford & Co., Limited (Shanghai) ...	2,500	$100	$100	none	$21,582	Final of $7 making $12 for year end. 29.2.04	9½ %	$130 buyers
Hongkong Rope Manufacturing Company, Ld. ...	10,000	$50	$50	$50,000	$8,395	$10 for 1903 ...	7½ %	$140 buyers
Geo. Fenwick & Co., Limited ...	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903 ...	7½ %	$48 sellers
Hongkong Ice Company, Limited ...	5,000	$25	$25	$35,000	$5,844	Interim of $4 for 1904 ...	7½ %	$210 buyers
Straits Ice Company, Limited ...	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903 ...	9½ %	$165 sales
Hongkong High-Level Tramways Company, Ld. ...	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.11.1903 ...	7½ %	$280 buyers
Dairy Farm Company, Limited ...	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903 ...	6¾ %	$20 buyers
Campbell, Moore & Co., Limited ...	1,200	$10	$10	$5,500	$596	$3 for 1903 ...	8½ %	$37 buyers
Bell's Asbestos Eastern Agency, Limited ...	8,604	12/6	12/6	none	£161	6d. per share for 1903 ...	5¼ %	$5 buyers
United Asbestos Oriental Agency, Limited ...	9,900	$10	$4	$20,000	$180	90 cents / $10.70 for year ended 31.5.1904 ...	9 % / 16¾ %	$9½ buyers / $180 buyers
Do. (Founders')	100	$10	$10			None ...		$1 buyers
Tebrau Planting Company, Limited ...	20,000	$ 5	$ 5	none	Dr. $42,551	Interim of 70 cents ...	8 %	$19 buyers
Hongkong Steam Waterboat Company, Limited ...	7,500	$10	$10	none	$1,548	None ...	...	$9½ buyers
China Light and Power Company, Limited ...	30,000	$10	$10	none	$3,739	Interim of 50 cents for 1903/4 ...	8½ %	$12 buyers
William Powell, Limited ...	12,000	$10	$10	none	$4,757	65 cents for year ended 31.5.04 ...	9 %	$7
Steam Laundry Company, Limited ...	5,000 / 10,000	$ 5 / $ 5	$ 5 / $ 3	none	$3,644	First year ...	...	$3½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat ...	25,000	Gs. 100	Gs. 100	Tls. 334,669 / Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04 ... / Second do. Tls. 10, " 15.6.04 ...	13 %	Tls. 312½ sellers
Shanghai Horse Bazaar Company, Limited ...	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903 ...	6¾ %	Tls. 75 buyers
Shanghai Pulp and Paper Company, Limited ...	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904 ...	...	Tls. 137½ buyers
Central Stores, Limited ...	6,000	$15	$12	$10,000	$1,253	Interim of $1.20 for 1904 ...	11¼ %	$33 sellers
Do. (Founders') ...	123					None ...		$100
Do. (New Issue) ...	24,000	$15	$7½	.....	First year	Preferential of 7 per cent for 1904 ...	7 %	$7½ sales
E. L. Mondon, Limited ...	1,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902 ...	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited ...	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903 ...	9¼ %	Tls. 65 sellers
Katz Brothers, Limited ...	10,000	$100	$100	$375,000	...	$13 for 1903 ...	9¼ %	$135 buyers
Straits Trading Company, Limited ...	250,000	$10	$10	$650,000	$83,492	$1 div. and 25 cents bonus for half year / 3 ended 30.9.1903 ...	7 %	$17 sellers
Fraser and Neave, Limited ...	4,500	$50	$50	$112,500	$2,706	85 div. and $45 bonus for 1903 ...	7½ %	$102 buyers
Maynard and Company, Limited ...	3,400	$10	$10	none	$803	$2 for year ended 31.10.1903 ...	7½ %	$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50			First year ...		$30
South China Morning Post, Limited ...	6,000	$25	$25	none	Dr. $39,020	None ...		$25

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